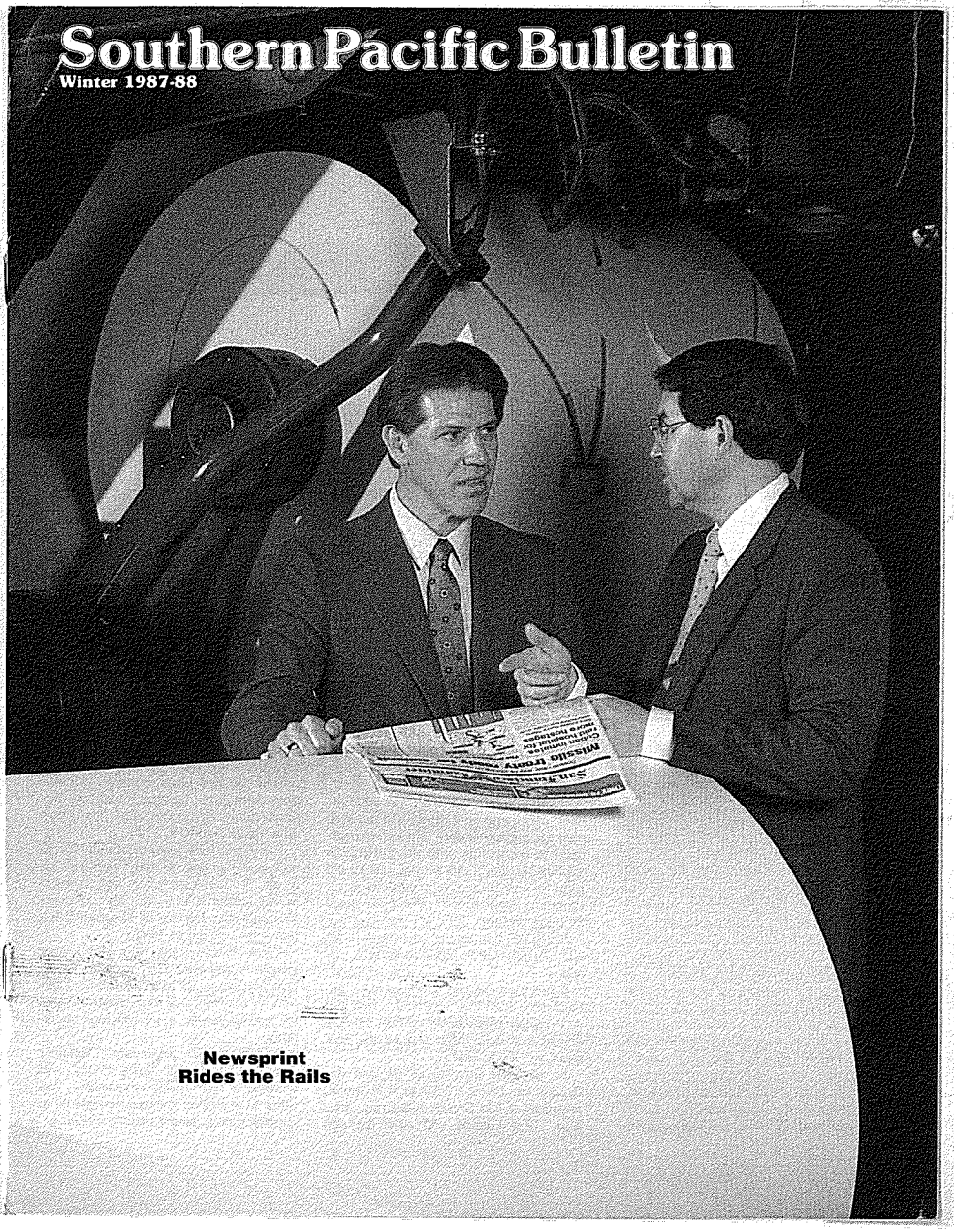
Southern Pacific Bulletin

Winter 1987-88



Newsprint Rides the Rails

SOUTHERN PACIFIC BULLETIN
Volume 72, Number 1
Winter 1987-88

COVER

MacMillan Bloedel Limited, the largest supplier of newsprint on the West Coast, recently started shipping more of its paper by rail. At the San Francisco Newspaper Agency, where the city's major dailies are produced, SP's Gordon Barr (left) and James Bradley, senior vice president-marketing for Powell River-Alberni Sales Corporation (distributors of MacMillan Bloedel newsprint), discuss the careful handling required in transporting these rolls of paper. Barr, a manager in Loading Services and Freight Claims, has monitored shipments to ensure that the paper arrives in the best condition. Photo: Bob Morris.

ROBERT B. HOPPE
Editor

EDITORIAL OFFICE
Southern Pacific Building • One Market Plaza
San Francisco, CA 94105 • (415) 541-1656

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SFSP Agrees to Sell SP to Rio Grande Industries

Santa Fe Southern Pacific Corporation announced on December 28, 1987 it agreed to sell Southern Pacific Transportation Company to Rio Grande Industries, Inc., owner of the Denver and Rio Grande Western Railroad, for approximately $1.8 billion, which includes $1.02 billion in cash plus SP's outstanding debt. The sale must be approved by the Interstate Commerce Commission.

The combination of SP and D&RGW would create one of the nation's five largest rail systems with 15,500 miles of track serving 14 states.

SP Chairman Denman McNear said "SPT management is disappointed that its efforts with the Railway Labor Executives' Association, as currently packaged, were not favorably considered."

SP's management, along with the RLEA, were among five groups that submitted revised offers on November 23, 1987, to acquire SPT. Other bidders were Guilford Transportation Company, Kansas City Southern and D&RGW.

"After four years of operating under a Trust, a prompt resolution of the proposed sale will be welcomed by SPT's employees, management, customers and community," McNear added.

SFSP filed its divestiture plan with the ICC on December 31. D&RGW has 60 days (from December 28, 1987) to file an application with the ICC seeking authority to control or merge with SPT.

D&RGW filed a petition with the ICC on December 31 requesting an accelerated schedule to accomplish the ICC's review within six months of the filing date of the merger or control application.

Rob Krebs, SFSP's chief executive officer, said Santa Fe Railway will not seek trackage rights or other protective conditions in connection with the D&RGW's application, but Santa Fe does retain the right to seek protective conditions in response to applications that may be made by other parties.

D&RGW has agreed to comply with all existing SPT labor contracts, he added.

Closing on the sale will take place immediately after ICC approval. "We will do everything we can to facilitate the ICC review and help them process the case quickly," Krebs said.

In an open letter to all SP and Rio Grande employees, William J. Holtman, president of Rio Grande Industries, Inc., said: "Rio Grande will have the first three months of 1988 to undertake detailed investigations of Southern Pacific properties. With approval of the Southern Pacific, our representatives and experts will be visiting main offices and dealing with records. We will occasionally be inspecting in the field. We already know a great deal about the Southern Pacific and expect to confirm our high opinions during this period.

"Our goal," Holtman added, "will be to create a dynamic and competitive unified rail system which offers the best service to shippers and maximizes revenues and profits to ensure that this combined, stand-alone system remains an important western railroad. We will count on all employees, both present and future, to help us in this effort and expect the rewards for all to be a stable and strong organization." □

$395 Million Planned For New Equipment, Plant Improvements

SP plans to improve its locomotive fleet, add new rail equipment, expand some facilities and upgrade its tracks in 1988. The $395 million proposed budget includes the following planned expenditures:

Locomotives: SP plans to acquire 50 more EMD GP60 locomotives. Twenty of these units were ordered in 1987 and are scheduled for delivery in the first quarter. SP also plans to put 40 locomotives through the General Repair and Improvement Program. This program rebuilds locomotives.

Rail Cars: New equipment includes 50 bulkhead flatcars, 75 fully enclosed trilevels, 30 doublestack cars and 35 intermodal transport vehicles. The company also will take delivery of 150 multilevels that were ordered in 1987.

Track Work: Rails, ties and ballast programs will cost $197 million. In the past four years, SP has invested $1.3 billion on roadway and track improvements to provide faster, more efficient operations.

Facilities: The Intermodal Container Transfer Facility at Long Beach will undergo a $3.7 million expansion. Another $1.9 million has been designated to expand various auto handling facilities.



There's one less barge plying the Pacific Ocean between Canada and California these days. While that's hardly earth shattering news to the transportation industry—or even the shipping industry—it's very good news for Southern Pacific.

For years, MacMillan Bloedel Limited, Canada's largest forest products company and one of the world's major suppliers of newsprint, has relied upon barges to ship paper to markets in the western U.S. The company's fleet of three ocean-going barges hauls over 200,000 tons of newsprint annually between MacMillan Bloedel's mills in British Columbia and California ports.

SP's had its eye on this traffic for many years, but the railroad's proposals failed to attract the business. In the fall of 1986, SP's business development forces set out to develop a bid that could offer MacMillan Bloedel a viable and attractive alternative to its barges.

By 1987, the paper manufacturer found SP's latest offer tempting enough to mothball one of its barges and shift the traffic off the waterways and onto the railway.

For SP, which began handling this business last March, it means about 1,500 carloads of new business a year and perhaps several thousand more in the near future.

WHAT'S BLACK & WHITE & READ ALL OVER?

Newspapers. There are 1,700 daily newspapers in the U.S. with a combined circulation of 62 million. If you're on the West Coast, there's a pretty good chance SP and MacMillan Bloedel had something to do with the paper you read today. What's the connection? Read on.

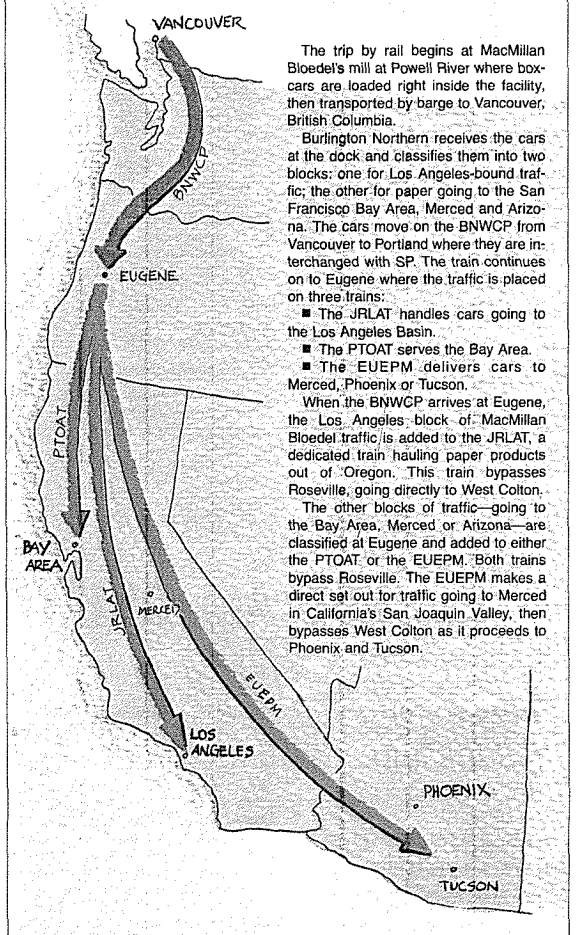
MacMillan Bloedel's two paper mills at Powell River and Port Alberni, British Columbia, make 54 grades of newsprint and speciality papers. Each day, they turn out close to 5,000 rolls of paper.

Standard newsprint is the company's largest single paper product. About one million tons of newsprint is produced annually—enough to supply all of the newspapers in Canada or 10 percent of all newsprint consumed in the U.S.

The company's principal market for newsprint—and one of its most competitive—is the western U.S.

Despite competition from newsprint manufacturers in New Zealand, Europe

SP and BN Team Up To Haul Paper From Canada to California



The trip by rail begins at MacMillan Bloedel's mill at Powell River where boxcars are loaded right inside the facility, then transported by barge to Vancouver, British Columbia.

Burlington Northern receives the cars at the dock and classifies them into two blocks: one for Los Angeles-bound traffic; the other for paper going to the San Francisco Bay Area, Merced and Arizona. The cars move on the BNWCP from Vancouver to Portland where they are interchanged with SP. The train continues on to Eugene where the traffic is placed on three trains:

- The JRLAT handles cars going to the Los Angeles Basin.
- The PTOAT serves the Bay Area.
- The EUEPM delivers cars to Merced, Phoenix or Tucson.

When the BNWCP arrives at Eugene, the Los Angeles block of MacMillan Bloedel traffic is added to the JRLAT, a dedicated train hauling paper products out of Oregon. This train bypasses Roseville, going directly to West Colton.

The other blocks of traffic—going to the Bay Area, Merced or Arizona—are classified at Eugene and added to either the PTOAT or the EUEPM. Both trains bypass Roseville. The EUEPM makes a direct set out for traffic going to Merced in California's San Joaquin Valley, then bypasses West Colton as it proceeds to Phoenix and Tucson.

and Canada, as well as the U.S., MacMillan Bloedel has won the business of many well-known companies. They include some of the West Coast's largest daily newspapers: the Los Angeles Times, San Francisco's two major dailies, and the San Jose Mercury News. In addition, MacMillan Bloedel supplies paper for the western edition of the Wall Street Journal, USA Today, TV Guide, advertising supplements for retailers, and Sunday magazines, like Parade.

MacMillan Bloedel's success can be attributed to the quality and cost competitiveness of its products and also its concern for customer satisfaction. One very important area is the timely delivery of its rolls of paper. The best printing paper in the world is worthless unless it's available to the customer when the presses are ready to roll.

"Barges have been a solid, dependable part of MacMillan Bloedel's distribution system," says Michael Baldini, SP's manager-paper products. "They've kept their West Coast warehouses supplied with enough inventory to meet the needs of customers."

But well-stocked warehouses represent huge investments. In recent years, many businesses—in an effort to cut costs—opted to supply customers directly from their manufacturing centers.

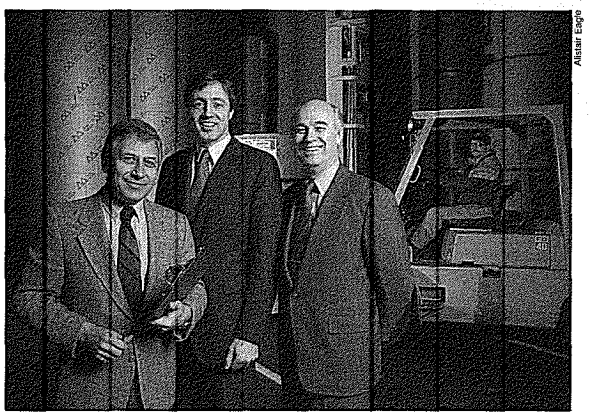
By switching to rail, MacMillan Bloedel could cut inventory costs. More importantly, they could reduce the number of times each roll of paper had to be handled before it reached the customer. With barges, the paper has to be loaded at the mill, offloaded at the port, moved to a warehouse, then trucked to the customer. Boxcars simplify the process. They can be loaded at the mill and unloaded at the shipper's dock.

But could rail also match the dependability of the barges?

"Having relied on barges for decades, there was considerable reluctance to switch over to rail," says Dick West, manager of inland transportation for MacMillan Bloedel. "To overcome this resistance, we undertook a six-month trial so rail could demonstrate its ability to provide reliable and consistent service."

SP's plan called for developing a rail network that would serve as a pipeline—providing MacMillan Bloedel's customers with a constant supply of paper.

Fifty-foot boxcars, each hauling about 70 tons of paper, would be scheduled to arrive just in time to provide customers with a steady flow of paper.


Alistair Eagle

Dick West (left), manager of inland transportation for MacMillan Bloedel Limited, meets with SP's Don Ray (right), assistant vice president-sales at Portland, and Nick Tupper, district sales manager at Seattle.

"Service had to be reliable," says Nick Tupper, district sales manager at Seattle. "When businesses are printing time-sensitive material, like newspapers, they can't be left waiting for the printing paper to arrive."

The six-month trial period proved to be more of a challenge than SP expected.

"At first, we tried to fine-tune our operating plan," says Hume Bryant, general manager service and operations planning. "When that didn't produce the desired results, we conducted a more in-depth analysis of the traffic flows. That's when we decided we needed a major revamp of our plan aimed at reducing terminal handling and over-the-road performance."

The new strategy was to marshal MacMillan Bloedel's traffic at Eugene, build destination blocked trains and expedite them to their final destinations, with added attention given to local delivery.

"By reducing the number of terminals where the cars are handled, we minimize handling and were able to provide faster, more consistent and economical service," says Bryant.

One tool that is helping SP people do a better job is the "Cars in Transit Report." When a rail car hauling MacMillan Bloedel products comes on line, the report automatically calculates when the car is scheduled to arrive at its destination. The report monitors each car's progress—indicating if it is early, late or on-time.

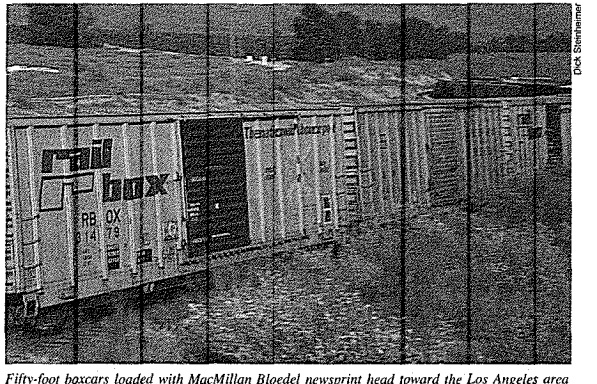
"It alerts our people to a problem and gives us the opportunity to take steps to prevent cars from arriving late," says Buck Hord, superintendent of Operations Planning and Control.

The Loading Service and Freight Claims group is also watching out for MacMillan Bloedel traffic. Their "Careful Car Handling" program is aimed at preventing damage to cores—the heavy cardboard tube at the center of rolls of paper. A crushed core makes it impossible to mount the roll of paper onto the reel of the printing press. With each roll of paper worth about $500, and with about 80 rolls loaded into each boxcar, SP is concerned about preventing damage during transit.

Gordon Barr, manager in LS&FC, studied the problem and determined that damage occurred most often during switching operations. "It's hard to think of a 1,600 pound roll of paper as being a fragile item," says Barr, "but it is. Boxcars loaded with paper need careful handling."

At SP's Warm Springs, Calif. yard, where MacMillan Bloedel's paper shipments to the Bay Area are received, classified and placed on local trains for delivery to customers, Assistant Terminal Superintendent Bob Conners has talked to employees about good car handling.

"Train clerks and trainmen are seeing that the cars are carefully switched and


Dick Steinheimer

Fifty-foot boxcars loaded with MacMillan Bloedel newsprint head toward the Los Angeles area on the JRLAT. Two other trains serve the San Francisco Bay Area and Arizona markets.

expedited through the yard," says Conners.

Western Division Superintendent Dave Medley adds that he has solicited the support of the Adopt-A-Branch committee in San Jose to monitor the handling of MacMillan Bloedel traffic.

"I've asked the committee to let other conductors know about the handling of this business," says Medley. "One of the members, Switchman Dave Sandoval, has been checking with a MacMillan Bloedel customer in San Jose about service and damage problems and he reports that the customer is finding less damage and is pleased with the improvement."

All of this hard work on the part of employees is paying off.

"As unforeseen problems arose, SP's prompt response clearly demonstrated a commitment to make rail service succeed," says MacMillan Bloedel's Dick West.

"We worked very hard with MacMillan Bloedel to understand their business and priorities in order to provide them with the kind of rail transportation they need," says Bill Lacy, vice president-Operations. "SP is in business to serve its customers' needs—that's what it's all about."

Adds Buck Hord: "Credit must be given to the dedicated SP people—in the terminals, out on line and aboard the trains. They know how important this paper traffic is to future business out of the Pacific Northwest."

SP's performance over the next year could greatly influence MacMillan Bloedel's choice of transportation modes in the future.

A planned mill expansion at Powell River, expected to be completed this year, could bring 1,000 carloads of additional business for SP each year.

In addition, the Port Alberni mill—which produces white, yellow and blue paper for telephone directories, super lightweight grades of paper used in advertising directories and information manuals and newsprint—could generate another 2,500 carloads annually.

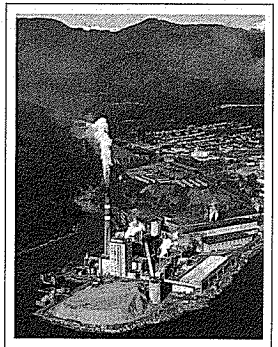
"There is a lot of potential here," says George Woodward, senior vice president for sales and marketing. "What we've accomplished with MacMillan Bloedel is a good example of what can be done with all Southern Pacific employees pulling together. By providing high quality transportation products for our customers, we are working to stabilize the company's revenue base and, ultimately, our employment." □

About MacMillan Bloedel

MacMillan Bloedel Limited, headquartered in Vancouver, British Columbia, is one of North America's largest forest products companies. It manufactures lumber, panelboards, kraft pulp, containerboard, corrugated containers and printing papers. Newsprint, groundwood printing papers and fine papers constitute the main business activity.

MacMillan Bloedel is the largest supplier of newsprint to the western United States, selling to more than 450 newspapers and commercial printers.

Close to 5,000 rolls of paper a day are shipped to over 1,000 individual customers via ship, barge, containers, rail and truck.



Powell River: First Producing Paper Mill Along Pacific Coast

MacMillan Bloedel's Powell River mill (above) celebrated 75 years of paper making in 1987.

The Powell River Company was founded in 1909. When it started operating in 1912, it was the first producing paper mill on the west coast of North America. By 1957, it was the world's largest single-unit producer of newsprint. During the 1950s, it was estimated that one out of every 20 of the world's newspapers was printed on Powell River newsprint.

Today, Powell River is still a leader among newsprint producers and has one of the world's fastest newsprint machines.

Paper Machine #11 (below) can turn out 4,000 feet of newsprint per minute and has averaged 187,000 tons per year. It ranks among the top newsprint paper making machines in the world.

The mill's computer-controlled high speed wrapping and finishing line turns out a roll of paper every 20 seconds.



SP's Safety Record Holds On To First Place

September marked the 21st consecutive month that SP topped the safety standings among the nation's largest railroads.

SP led the list with a record of 4.04 casualties for every 200,000 employee-hours worked. The formula takes into account the volume of work performed, as well as the number of fatalities, injuries and occupational illnesses reported to the Federal Railroad Administration.

The outstanding record achieved by employees in 1986 earned SP the E. H. Harriman Memorial Gold Medal, the railroad industry's most coveted safety award.

Here's what the scorecard looked like at the end of September.

1. Southern Pacific	**4.04**
2. Chicago & Northwestern	4.82
3. Santa Fe	5.46
4. Norfolk Southern	5.84
5. Conrail	6.22
6. Union Pacific	6.53
7. CSX	6.55
8. Amtrak	7.76
9. Burlington Northern	7.92

Largest Meat Inspection Facility on West Coast Gets Service from SP

The largest meat inspection facility on the West Coast opened in early December at the Port of Oakland. It is a joint venture of four businesses including Southern Pacific.

The facility is expected to clear more than 150,000 tons of imported beef and mutton annually for U.S. consumption, most of it from Australia and New Zealand.

The meat arrives at the port in containers, then is inspected by officials of the U.S. Department of Agriculture, and finally loaded onto SP cars for distribution throughout the U.S.

SP, which built the inspection station, said the facility is the first phase of an expansion program at the port involving imported meat. Future plans also call for the container parking area to be expanded and movement of a third track to allow simultaneous handling of 24 railcars. □



Bob Morris

George Woodward (standing), senior vice president of Marketing and Sales, is shown with the vice presidents who are heading up the new business groups. Left to right: Bob Thruston, Bob Sharp and Craig Philip.

Marketing and Sales Focuses on Business Groups to Serve Customers—and SP—Best

Functions within the marketing and sales department have been reorganized around three business groups, each under the direction of a vice president.

In announcing the new organization, George Woodward, senior vice president marketing and sales, said the new structure will "integrate marketing and sales responsibilities, accelerate Southern Pacific's revenue growth plans, improve the level of responsiveness to our customers and provide internal corporate direction for important capital and service improvement programs."

The three business groups are:

■ **Bulk Commodities.** This group includes the pricing, business development and account responsibility for petroleum products, chemicals, grain and grain products, construction materials and minerals. The freight equipment includes covered hopper, open hopper and tank car equipment. Bob Sharp, formerly vice president-marketing, is now vice president-bulk commodities business group.

■ **Automotive and Metals.** This business development unit includes auto parts, finished vehicles, ferrous and nonferrous metals and ores. Freight equipment includes multi-level auto racks, auto parts boxcars and containers, gondolas and metal product carrying flatcars. Bob Thruston, who was vice president-sales, is named vice president-automotive and metals business group.

■ **Boxcar and Intermodal.** This category includes international and domestic TOFC and COFC, forest, food and consumer products. The freight equipment includes plain and equipped boxcars, trailers and containers, intermodal cars and lumber flatcars. Craig Philip, who joined SP in November (see story on page 14), is appointed vice-president boxcar/intermodal business group.

Each of the regional assistant vice presidents of sales will have a key role in enhancing customer service with major accounts.

"This gives each business group a mix of on-line and off-line sales management resources," says Woodward. "But it is not intended to be an exclusive relationship. Each sales region will continue to have account executives and sales persons assigned to accounts in all of the business groups. Regional assistant vice presidents will continue to focus business development activities across all business groups." □

Business Report

Fall carloadings show better than a 5 percent increase

Carloadings during September, October and November showed improvements over the same period in 1986. Five of the six commodity groups reported increases. Forest Products posted lower carloadings throughout the three-month period.

Grain shipments benefited from increased exports to the Soviet Union and Mexico during September and October, but leveled off in November.

Chemicals and Petroleum Products showed modest gains, with plastics doing well throughout the three-month period.

The Iron and Steel group reported the largest gains. Carloadings of drilling pipe used in oil exploration, steel slabs and tin mill products turned in strong performances.

The start up of the 1988 model year at General Motors' Van Nuys, Calif. plant boosted Transportation Equipment figures. Additional traffic from Ford's Hermosillo, Mexico plant and Chrysler products moving to southern California helped carloadings.

Intermodal continued its strong showing—producing the largest volume increase of a single commodity in November.

System Indicators	September	Change '86	October	Change '86	November	Change '86
Net Ton Miles, System	6,958	+12.8	7,334	+ 9.0	6,727	+ 5.8
Carloads, System	129,532	+ 6.7	135,064	+ 5.2	117,335	+ 5.4
• Transportation	6,986	+12.7	8,329	+28.5	7,997	+29.5
• Intermodal	29,547	+10.7	32,148	+ 9.7	27,236	+ 7.7
• Chemicals, Petroleum	24,554	+ 2.4	23,997	+ 1.2	21,965	+ 6.3
• Forest Products	21,057	− 0.5	22,315	− 6.2	18,871	− 3.7
• Grain & Food Products	16,985	+15.3	17,158	+13.2	13,792	+ 0.1
• Iron & Steel Products	3,592	+63.0	3,773	+32.9	3,491	+40.9

ICTF Spells Success

By all standards, the $80 million, 150-acre computerized facility serving the Ports of Los Angeles and Long Beach is a phenomenal success.

A year after it first opened its gates for business, the Intermodal Container Transfer Facility is handling record volumes. About 300,000 containers were handled during the first year of operation—well over the 250,000 initially anticipated. Some 30 trains a week and 30,000 containers a month go in and out of the facility.

The ICTF gets its business from the West Coast's two largest ports. Long Beach handles the most cargo, with Los Angeles a close second. Each port handles about 1.5 million TEUs (twenty-foot equivalent units—a standard measurement used with container traffic), about twice the totals of four years ago. The two ports account for 55.7 percent of the West Coast's container traffic. Officials at both ports attribute much of their increased tonnage to improved facilities, primarily the ICTF.

The ICTF started operating on November 17, 1986. That night, around 11 p.m., the first SP piggyback train arrived and the business has been building ever since. □

Cotton Belt Marks 110 Years of Railroading

The Tyler Tap Railroad was just a 22-mile stretch of track between Tyler and Big Sandy, Texas when the first train traveled over the line on October 1, 1877. From those humble beginnings came the St. Louis Southwestern Railway.

About 200 members and guests of the Lone Star Club, a group of Cotton Belt retirees, gathered to commemorate the anniversary last October. Calvin Clyde, editor and publisher of the Tyler Courier-Times-Telegraph, served as master of ceremonies for the event that was held at the "Whistle Stop Ranch" of retired Cotton Belt Freight Claim Agent Bryan Garrett. Mayor Bob Montgomery and Bob Nall, former two-term mayor and retired Cotton Belt president, were on the program with Marshall Hamil, president of the Lone Star Club and retired editor of Cotton Belt News, and Harry Hudson, retired Cotton Belt vice president of operations.

The banquet and program also celebrated the 83rd birthday of retired Cotton Belt president Harold McKenzie. □



Carl Bradley

50 Plus 50

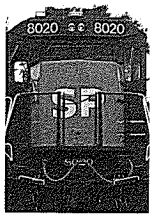
When Cotton Belt Conductor Henry Bartrow retired on October 5, 1987 with 50 years of service, he also received a plaque for his 50 years of injury free service to the Cotton Belt from Pine Bluff Division Superintendent Bob McClanahan (left). Bartrow began work as a B&B employee at Pine Bluff in 1937. He transferred to train service in 1941 and was promoted to conductor in 1959.

Tax Rate Up in 1988 for Railroad Retirement

The tier I tax rate for both employees and employers goes up from 7.15 percent to 7.51 percent this year. Also, the maximum amount of an employee's pay that is subject to the tier I tax is increased from $43,800 to $45,000. The maximum amount of pay subject to the tier II tax of 14.75 percent on employers, and 4.25 percent on employees, increases from $32,700 to $33,600.

Railroad employees should be aware that currently pending federal budget legislation may increase tier II taxes by 2 percent in 1988—1.35 percent for employers and .65 percent for employees.

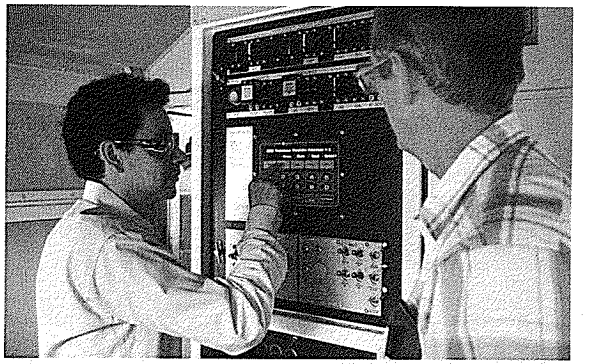
Retirees whose annuities are subject to earnings restrictions can earn higher amounts in 1988 without having earnings deductions applied to their annuities. For those under 65, it increases from $6,000 to $6,120. For annuitants age 65 to 69, it goes up from $8,160 to $8,400 next year. Those 70 or older have no limitations. The annuity deduction is $1 for every $2 of earnings over the exempt amount. □



THE LATEST IN MOTIVE POWER



Motive power meets the computer age in new units that can fine-tune their performance and diagnose many on-board problems.



Al Reynaga (left), general foreman at the locomotive plant in Los Angeles, and George McLarty, senior quality control inspector at Houston, check out the diagnostic display panel of a new locomotive being assembled at GE's facility in Erie, Pennsylvania.

When SP placed an order for 60 new locomotives last year, it bought itself a new breed of motive power: powerful, efficient and smart.

The 40 new General Electric units that joined SP's locomotive fleet last fall, and the 20 Electro Motive Division units that are expected to be delivered in the first quarter of 1988, are high horsepower, high-adhesion, fuel-efficient locomotives equipped with the latest technological improvements, including on-board computers that help achieve top performance.

"Microprocessors aboard each locomotive monitor the unit's vital systems and automatically make adjustments to run the locomotive at peak efficiency," says Dave Rusconi, senior engineer-locomotive in the Mechanical Department. "The computer also pinpoints problems—alerting crews and maintenance personnel to what the malfunction is while automatically seeking alternate systems to keep the unit from shutting down."

GE's "Dash 8" locomotive (officially designated B39-8) is described as an engine that knows what it is doing, what it is not doing and what it should be doing.

At the heart of the Dash 8 is the Diagnostic Display Panel. Located in the wall behind the locomotive engineer, this interactive panel displays information about the unit's performance and automatically reports any malfunction. On-board diagnostics and a self-test feature provide a powerful trouble-shooting tool to simplify and expedite maintenance by pinpointing problem areas.

"It's a space-age, high-tech locomotive," says Paul Burmeister, rules and training officer at SP's Engine Service Training Center in Cerritos, Calif. "This is the first time we've had a computer telling us what's going on inside the locomotive."

As the computer reports on the unit's vital signs, it constantly monitors, adjusts and fine-tunes the engine.

For example, idle speeds are automatically adjusted to meet the specific needs of the unit, based upon such factors as the temperature of the engine, lube oil, cooling water or battery charge. Idle speeds may vary from 270 RPM to 580 RPM as the microprocessor selects the optimum setting. The result is significant fuel savings.

Fuel efficiency is also enhanced by using variable-speed motors for the radiator

fan, equipment blowers and air compressor. The microprocessor automatically selects the minimum speed to meet the locomotive operating conditions.

As units operate over the road, the microprocessor will cut back engine RPMs while maintaining the set throttle speed whenever conditions allow. Similar to the "cruise control" on automobiles, this helps reduce fuel consumption.

"These are a new generation of locomotives," says Al Reynaga. "The electrical system and electronics make this a whole new ball game."

Reynaga, a general foreman at SP's locomotive plant in Los Angeles, served as one of two SP inspectors who monitored the assembly of these state-of-the-art units, each valued at over a million dollars, back at GE's factory in Erie, Penn.

To help familiarize SP personnel with the new locomotives, GE conducted a series of classes at their Learning Center in Erie. Mechanical Department personnel from San Francisco, plant managers, road foreman of engines, and members of SP's Engine Service Training Center in Cerritos, Calif. attended three-day workshops and toured the factory where SP's units were being assembled.

GE representatives also traveled to SP's locomotive plants in Pine Bluff and Los Angeles to conduct workshops on component circuitry and the new unit's diagnostic panel.

"These classes were an excellent way to introduce and explain the technology to the employees who will be working on the new units," says Reynaga.

The availability and performance of the Dash 8 locomotives has been excellent. During the first six months of operation these units averaged in excess of 95 percent availability. Extended service intervals combined with the microprocessors' diagnostic capabilities should mean less time in the shops and more time on the road.

The 20 new GP-60s, also hailed as a new generation of locomotive, will start rolling off the assembly line of EMD's London, Ontario (Canada) facility in early 1988. SP tested three GP-60s for a year starting in July 1986. □

GE B39-8		EMD GP60
16	Cylinders	16
3,900	Horsepower	3,800
285,000	Weight (pounds)	283,000
3,900	Fuel Capacity	3,700
4	Axles	4
8000-8039	Number Series	9600-9619

General Electric



GE representatives give SP Mechanical Department personnel a tour of the assembly plant.

United Way Roundup

Here are the results of some of the outstanding United Way campaigns around the system.

Pine Bluff Terminal: The Pine Bluff headquarter maintenance of way employees contributed over $4,300 to their division's grand total of more than $37,000—a 113 percent increase over last year's effort. The campaign chairman was Terminal Superintendent Marvin Taylor.

Western Division: Western Division employees, who participated in the General Office's Bay Area campaign, contributed $44,500. It was the largest amount raised among from a single group in the Bay Area campaign that raised $271,000. Chief Clerk Edna Benedict and Henry Rios, local chairman of the Carmen's union, coordinated the campaign.

Houston-Lafayette Division: Over $83,000 was pledged among the 38 departments participating in the United Way campaign. Trainmen increased their pledges by $5,000 over the previous year and 12 departments had 100 percent participation. Locomotive Engineer Neil Babineaux and Clerk Sheri Norton headed up the campaign.

Los Angeles Division: Conductor Steve Oskey, who is coordinating the campaign for most of southern California, expects to surpass last year's record-breaking total of $101,000. Among the outstanding groups contributing to the success were the employees at Bakersfield who increased their pledges by 65 percent this year. Conductor Ray Moore handled the campaign there. □

Jim Johnson



Pam Johnson, secretary to the district maintenance of way manager at Pine Bluff, encouraged employees like Track Inspector Dub Lindsey to give generously to Jefferson County's 40th United Way campaign.

SP's Prizmich Leads Railway Women's Organization

When Rozan Prismich joined the Sacramento chapter of the National Association of Railway Business Women (NARBW) in 1970, she looked forward to meeting more of the women who work for SP around Roseville and Sacramento.

Little did she realize just how many acquaintances she would make over the years, or the leading role she would one day have in this organization.

Prizmich is national president of the 3,500 member association, the largest organization for women in the railroad industry. She is the first to be elected from the West Coast and the first SP employee to hold this top office.

"I've met so many nice people from all walks of life and from all over the country," says Prizmich who is secretary to Plant Manager Dick Frederiksen at Roseville. "We all have one thing in common: railroads."

The association has 56 chapters throughout the U.S. Its origins go back to 1921 when seven women employed by railroads in the Minneapolis-St. Paul area, who knew each other only as telephone voices, decided to meet for dinner. It was a success and the idea spread to other cities. In 1941, the local groups joined together to form a national organization.

While the camaraderie established in that first meeting still prevails, NARBW has expanded its objective to helping its members and the railroad industry.

It actively supports legislation favorable to the railroad industry and works in various ways to win public understanding of industry goals.

"Many of our members have been very active in Operation Lifesaver," says Prizmich. "They help spread the Lifesaver message to school children and to people in their communities." Operation Lifesaver, a program aimed at reducing crossing deaths and injuries, was first conceived by an NARBW member in Atlanta.

The association fosters the educational and professional development of its members by providing five scholarships each year. It selects a "Railroad Woman of the Year" based on outstanding service on behalf of the railroad industry.

The association also selects a charity to support. This year the members chose the American Cancer Society's "Reach for Recovery," a program which assists women recovering from mastectomies. In addition, local chapters often support charities, as well.

Shirley Burmon



Rozan Prizmich is president of the 3,500-member National Association of Railway Business Women.

NARBW operates a retirement home for its members in Green Valley, Ariz.

"We're a big organization," Prizmich says, "but we share a concern for railroads and our members."

Prizmich, a native of Roseville, joined SP in 1946 as a trainmaster's clerk. But it wasn't until 1970 when her two daughters were grown that she joined NARBW.

"I wanted to have enough time to devote to the organization."

She became active in the local organization and was twice elected chapter president. When Prizmich attended her first national convention in 1973, she realized what a vast organization she belonged to. "It was so exciting to meet so many other women who worked on so many other railroads. I didn't know there were any other railroads besides SP," she says with a smile.

In 1979, when the national convention was held in Sacramento, Prizmich ran for her first national office and won a two-year term for national recording secretary.

She has since been elected national third vice president and national second vice president.

Her two-year term as national president will end at the annual convention to be held in Ft. Worth, Texas this spring, but not her responsibilities to the organization. Prizmich will contribute her experience, wisdom and enthusiasm for another two years serving as immediate past president.

"My travels as president of this organization have given me the opportunity to meet some great women who work in this industry," says Prizmich. "It's been a privilege to serve as national president and to have the support of SP during my two-year term."

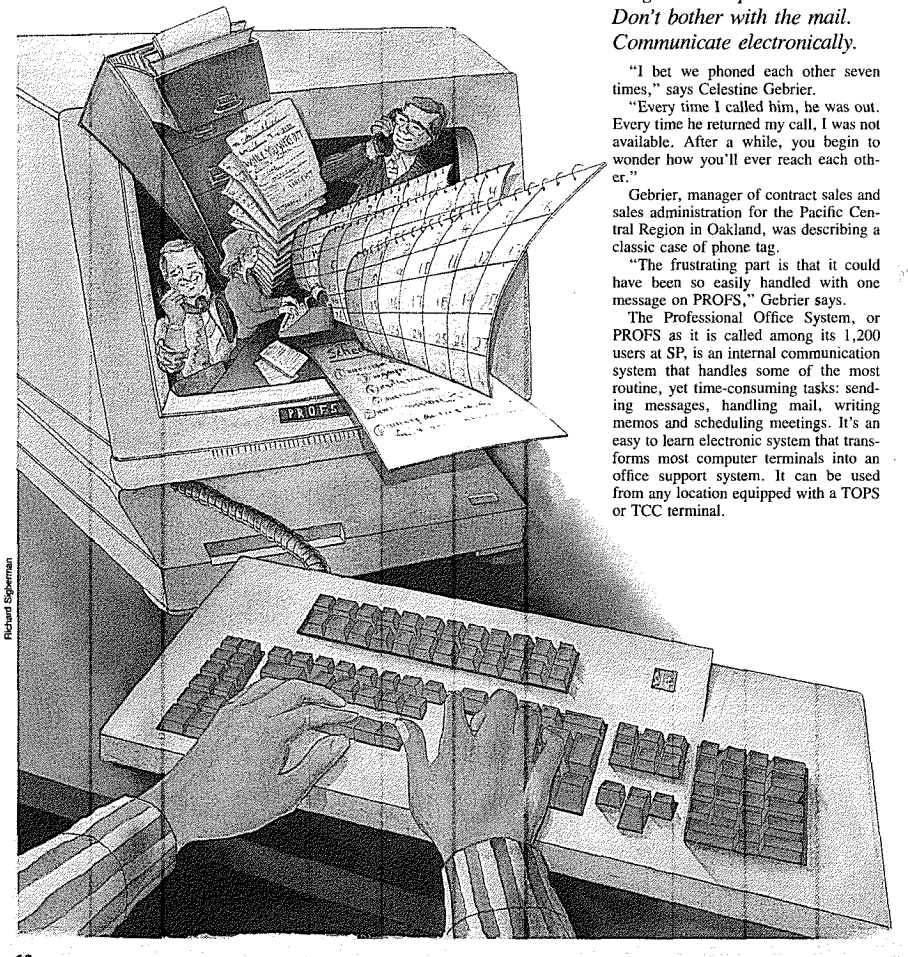
For more information about the National Association of Railway Business Women, contact Rozan Prizmich on Ext. 5260 in Roseville. □

Keeping Up With SP People

Lonnie Washington, Jr., a senior auditor in San Francisco, has been elected to a third term on the city council of Richmond, Calif. Washington, who has worked for SP for 40 years, has also served as mayor and vice mayor of Richmond.

Ben Simonson, a carman in the Passenger Yard at Oakland, Calif., received a special commendation from California Governor George Dukemejian for his efforts in helping fight the forest fires that destroyed nearly half a million acres in the Sierra Nevada last September. Simonson spent 21 days in northern California with the 2632nd Transportation Company of the California National Guard. The unit was activated after bolts of lightning from high altitude thunderstorms sparked fires in the parched forests and caused hundreds of forest fires. The fires, fanned by gusty winds, burned out of control. More than 20,000 firefighters were involved in halting the fires.

Let the Computer Help With Your Work



Richard Sigberman

Forget the telephone.
Don't bother with the mail.
Communicate electronically.

"I bet we phoned each other seven times," says Celestine Gebrier.

"Every time I called him, he was out. Every time he returned my call, I was not available. After a while, you begin to wonder how you'll ever reach each other."

Gebrier, manager of contract sales and sales administration for the Pacific Central Region in Oakland, was describing a classic case of phone tag.

"The frustrating part is that it could have been so easily handled with one message on PROFS," Gebrier says.

The Professional Office System, or PROFS as it is called among its 1,200 users at SP, is an internal communication system that handles some of the most routine, yet time-consuming tasks: sending messages, handling mail, writing memos and scheduling meetings. It's an easy to learn electronic system that transforms most computer terminals into an office support system. It can be used from any location equipped with a TOPS or TCC terminal.

"It's a very well-organized desk, but with a lot less paper," says Tom Schweich, manager of office systems and end user support in San Francisco. "This communication system enables people at SP to expedite business by avoiding missed telephone calls and exchanging information quickly."

PROFS performs five basic functions:

- Makes it easy to prepare memos or letters. It can edit and proofread the copy, indicating spelling errors and awkward phrases.
- Sends and receives messages or mail electronically. A memo can be sent as quickly to one person as it can to a dozen.
- Acts as a filing system. Notes and memos can be stored and retrieved for use at any time.
- Serves as an appointment calendar. It keeps track of meetings and can serve as an alarm clock, sending messages to remind you of important meetings and appointments.
- Coordinates and schedules meetings. Need to set up a meeting with five others? PROFS can check each person's calendar, select a time convenient to everyone, schedule the meeting room, then notify each person about the meeting.

"It's one of the most versatile tools furnished to this district," comments Joe Schmeltzer, district sales manager at Detroit. "It's enhanced my ability to exchange data with multiple addresses with a minimum of time and effort. It places a wealth of information at our fingertips."

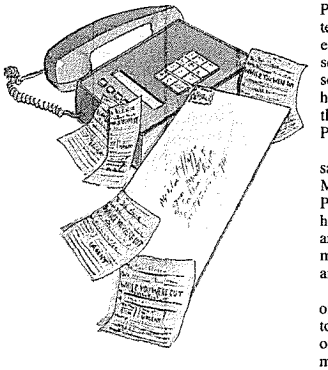
PROFS was introduced at SP in 1985. "Eleven people in Management Services started using it on a Wednesday," recalls David Little. "By Monday, 32 people were using it."

Today, everyone in Management Services uses PROFS. Little, an analyst for the department's office systems and end user support group, oversees the system and its expansion throughout SP.

"Management Services used to have the most PROFS users of any department. But Marketing and Sales was added last year and now its 450 users constitute the largest PROFS group at SP."

Little says PROFS is ideal for the Marketing and Sales Department.

"It's the fastest and most efficient way for these people to work together. Their offices are located throughout the U.S., yet they work closely with people in San Francisco and around the system. Good communication is important, but it's sometimes difficult when you're dealing with people who travel, spend a lot of time on the phone, plus are in different time zones."



The Professional Office System is an internal communication system that handles some of the most routine, yet time-consuming, office tasks.

One of the most versatile features of PROFS is its accessability systemwide.

"As long as you have an SP video terminal nearby, you're never out of touch," says Little. "You can receive or send messages, update your calendar, type up notes or memos, or dig out information that you've stored in your files."

Dick Bruce, regional manager for EDI, covers a territory stretching from San Luis Obispo to El Paso and spends a fair amount of time away from his Los Angeles office.

"We have lap-top computers that we use in our work. These can access PROFS from any location by using a telephone link to hook into SP's computer system," says Bruce. "It's great for schedules, correspondence, or accessing some of the data bases we use. It's like having a portable office. There's very little to want for if you can access PROFS."

John Sampson, manager of contact sales and sales administration for the Midwest Region, finds that the use of PROFS by Sales and other departments helps develop "a closer team effort for an earlier response to customer requirements through better communications and cooperation."

Earlier this year, the Midwest regional office relocated from downtown Chicago to new offices in the "high tech corridor" of Lisle, Ill. "With the economies of moving, we were able to equip the office with the latest electronic systems," says Sampson. "PROFS is one of the major components and it's helping us serve customers better, faster and more efficiently."

Without a doubt, PROFS has become an essential communication tool for its 1,200 users and many are already suggesting ways to expand and improve its uses.

Jeff Anderson, account executive in Chicago, would like to see PROFS enhanced so sales representatives could directly correspond with organizations outside the company. "I can see the time when we can transmit paperless documents—like contracts or exempt quotes—directly to customers. This would be a great selling tool."

PROFS, a computer system that makes office communication easier for everyone, is expected to be introduced into more departments at SP. □



Jones



Philip

New Vice Presidents Announced

Executive Department

Wiley Jones has been named vice president in the Executive Department, with headquarters in Washington, D.C.

Jones had been SP's assistant vice president-governmental relations in Washington since joining the company in 1982. He will continue to represent SP before Congress, executive departments and federal agencies.

Jones has been on Capitol Hill since 1973. He was senior legislative assistant to Sen. Russell B. Long, D-La., from 1974 until 1982.

Jones earned his undergraduate degree from Louisiana State University. He holds a master of arts degree from the University of Maryland and earned a law degree from Columbus School of Law at the Catholic University of America in Washington, D.C.

Jones is admitted to practice before Maryland and District of Columbia courts and various federal courts, including the U.S. Supreme Court and U.S. Tax Court. □

Marketing & Sales

Craig Philip has been appointed vice president-boxcar/intermodal business group in the Marketing and Sales Department.

Before joining SP last November, Philip had been vice president-marketing with Ingram Barge Company in Nashville, Tenn. During his five-year affiliation with Ingram Barge, Philip also held the positions of vice president-strategic planning and vice president-transportation.

From 1980 to 1982, Philip worked at Conrail where he served first as manager-strategic development and then as director of marketing.

Philip has also worked at the Regional Science Research Institute and Association of American Railroads, and has taught at Massachusetts Institute of Technology, Princeton University and Vanderbilt.

Philip has a BSE degree in civil engineering from Princeton and a Ph.D. in civil engineering from MIT. □

Appointments

FINANCE: At San Francisco: **Mrs. C. Holthoff** *to administrative assistant.*

MARKETING AND SALES: At San Francisco: **R.A. Sharp** *to vice president-marketing and sales/bulk commodities business group;* **R. G. Thruston** *to vice president-marketing and sales/automotive & metals business group;* **C. E. Philip** *to vice president-marketing and sales/boxcar/intermodal business group;* **B. C. Nadeau** *to director-advertising;* **Mrs. M. M. McVeigh** *to administrative assistant;* **Ms. E. Laslett** *to asst. product manager-perishables;* **F. A. Lucky** *to manager-automotive;* **D. Beckerman** and **Ms. Y. Revel** *to transportation analyst;* **V. G. Jacques** *to manager, inspection services;* **G. P. Aramaki** *to group manager, freight claims;* **F. P. Codoni** *to group manager-loading services;* **W. J. Faul** *to asst. manager-claims & administration;* **D. L. Moran** *to asst. supervisor;* **B. W. MacDonald** *to asst. manager, freight claims;* **T. F. Lybeck** *to manager, employee related marketing programs;* **R. T. Brown** *to contract analyst.*

At Stamford, Ct.: **W. C. Travis, III** *to district sales manager.*

At Salt Lake City: **D. K. Hein** *to asst. district sales manager;* **P. E. Harmon** *to account executive.*

At Chicago: **P. W. Chilton** *to sales analyst;* **D. J. McGeein** *to account executive-intermodal;* **Ms. D. S. Hessel** *to account executive.*

At St. Louis: **Ms. M. J. Hanfgarn** *to account executive.*

OPERATING: At San Francisco: **L. L. Phipps** *to asst. general manager;* **W. B. Cogswell** *to asst. general manager-automotive operations;* **O. J. Pilcher** *to asst. to vice president-operations;* **C. E. Babers** *to asst. superintendent-operations planning & control;* **A. R. Turnbow** and **G. D. Marson** *to asst. manager-operations planning and control;* **K. L. Miller** *to manager safety, rules and training;* **Ms. D. M. Bellotti** *to asst. to manager safety, rules and training-administrative;* **R. W. McCloskey** *to manager-transportation bureau;* **A. C. Fox** *to asst. general manager-intermodal operations;* **M. Ansari** *to manager-intermodal operations crane maintenance;* **R. W. Gelder** *to asst. manager equipment planning, intermodal operations;* **Ms. P. D. Burns** *to office manager.*

At Eugene: **C. E. Dodgen** *to asst. superintendent-communications;* **T. J. Hannigan** *to safety rules and training officer.*

At Sacramento: **J. R. Nelson** *to asst. manager safety, rules and training;* **J. W. Armstrong** *to safety officer-environmental information;* **D. E. Green** *to safety rules and training officer.*

At Oakland: **H. C. Ballance** *to asst. superintendent;* **L. M. Weller** *to safety rules and training officer;* **R. D. Vandenburg** *to trainmaster-Amtrak.*

At San Jose: **T. G. Rowell** *to terminal superintendent.*

At Los Angeles: **Ms. K. M. Buckley** *to asst. to asst. vice president-intermodal operations;* **T. L. Wilson** *to safety rules and training officer;* **K. P. Sullivan** *to safety rules and training officer.*

At Bakersfield: **W. M. Kessinger** *to asst. superintendent;* **J. M. Robertson** *to trainmaster;* **D. R. McCall** *to safety rules and training officer.*

At Tucson: **P. R. Earls** *to safety rules and training officer.*

At Phoenix: **J. R. Bond** *to trainmaster.*

At El Paso: **J. H. Hight** *to terminal superintendent.*

At San Antonio: **T. M. Pendergrass** *to terminal superintendent;* **N. J. Stoever** *to safety rules and training officer.*

At Ennis: **M. N. Prince** *to safety rules and training officer.*

At Houston: **A. W. Oughton** *to asst. manager safety rules and training;* **L. P. Benoit and H. L. Stark** *to safety rules and training officers.*

At Lafayette: **J. C. Moreaux** *to safety rules and training officer.*

At Pine Bluff: **J. S. Dennis and M. P. Snyder** *to safety rules and training officers.*

At East St. Louis: **C. E. Gibson** *to trainmaster.*

At Kansas City: **R. N. Trogdon** *to safety rules and training officer.*

Retirements

GENERAL OFFICE, SAN FRANCISCO: D. Barrena, and R. L. Bender, *clerks;* **W. F. Bohringer,** *mgr.-customer coding;* **F. M. Britto,** *clerk;* **W. P. Cornish,** *supv of agreements;* **K. C. Laprath, R. E. Sigmund, and R. L. Thompson,** *clerks.*

OREGON DIVISION: R. G. Asche, B. T. Audiss and J. F. Barnes, *conductors;* **R. L. Church,** *clerk;* **G. W. Gibbs,** *switchman-foreman;* **S. W. Goold,** *switchman;* **F. L. Hofeldt,** *locomotive engineer;* **J. E. Jackson,** *clerk;* **A. W. McLeod and R. M. Murphee,** *conductors;* **M. J. Petrich and O. M. Schreiber,** *locomotive engineers;* **J. H. Scott,** *brakeman;* **W. D. Shufelt,** *car foreman;* **R. L. Spencer,** *asst. chief clerk:* **F. E. Thurston,** *laborer;* **G. E. Titus,** *machine operator;* **A. W. Warkentin and J. O. Youngblood,** *switchmen.*

SACRAMENTO DIVISION AND REPAIR PLANTS: B. L. Allison, *clerk-steno;* **R. Alonso,** *pipefitter;* **E. S. Ball,** *brakeman;* **O. E. Ballingham,** *mechanic;* **V. Banales,** *laborer;* **S. R. Bingham,** *conductor;* **F. L. Blodgett,** *carman;* **R. C. Bohl,** *clerk;* **H. D. Butler,** *locomotive engineer;* **F. E. Conelly,** *brakeman;* **R. M. Dealva,** *hostler;* **J. F. Deluca,** *lineman;* **E. A. Derieco,** *locomotive engineer;* **W. P. Fisher,** *brakeman;* **E. V. Flora,** *machinist;* **J. Gomes,** *carman;* **L. E. Hankins,** *machinist;* **G. Howard,** *conductor;* **W. J. Humphrey,** *carman;* **H. W. Iler,** *locomotive engineer;* **L. Johnson,** *carman;* **R. M. Jones,** *conductor;* **D. D. July,** *patrolman;* **M. L. Kluckman,** *clerk-steno;* **J. L. Lee,** *sheetmetal worker;* **E. Livingston,** *laborer;* **R. A. Martin,** *switchman;* **M. K. Martinez,** *carman;* **J. G. Morales,** *welder helper;* **H. A. Neilson,** *machinist;* **T. W. Petersen,** *locomotive engineer;* **V. T. Ruiz,** *car inspector;* **M. L. Sanchez,** *laborer;* **M. Spitaleri,** *freight carman;* **C. K. Stone,** *conductor;* **B. Tamantini, Jr.,** *machinist;* **M. M. Vargas,** *laborer;* **A. L. Wakefield,** *clerk;* **C. K. Weddington and F. A. Wilhelm,** *carmen;* **R. Woodward,** *switchman.*

WESTERN DIVISION: M. Alonzo, *track foreman;* **J. Anderson,** *carman;* **T. A. Ballard,** *locomotive engineer;* **J. J. Camacho,** *civil engineer;* **A. J. Chaplin,** *dist. sales mgr.;* **H. N. Coleman,** *truck opr.;* **E. J. Davis,** *switchman;* **M. J. Duarte,** *locomotive engineer;* **C. W. Elliott,** *conductor;* **D. O. Everhart,** *towerman;* **J. C. Garcia,** *MofW foreman;* **R. A. Grace and R. F. Hansen,** *conductors;* **G. H. Hardesty and J. C. Harrington,** *switchmen;* **A. C. Hinkle,** *conductor;* **C. D. Holcomb,** *yardmaster;* **R. E. Lowrey,** *brakeman;* **J. McGee,** *switchman;* **R. D. Milford,** *A&WE supervisor;* **N. J. Milutinovich,** *pipefitter;* **J. F. Noble,** *switchman;* **R. Olivares, Sr.,** *janitor;* **J. Ortiz,** *machine operator;* **E. R. Partridge,** *chief clerk;* **J. A. Payne,** *switchman;* **J. Pule,** *truck driver;* **T. F. Sandita,** *ticket clerk.*

LOS ANGELES DIVISION AND REPAIR PLANTS: L. R. Barnett, *machinist;* **C. M. Billington and A. L. Blattner,** *conductors;* **N. M. Caballero,** *clerk;* **H. H. Carr,** *brakeman;* **D. W. Cates,** *demurrage clerk;* **D. K. Chin,** *machinist;* **F. H. Clark,** *conductor;* **W. J. Clements,** *switchman;* **W. Corbin,** *electrician;* **R. A. Cordero and M. E. Coryell,** *clerks;* **F. E. Cruz,** *fork lift operator;* **P. Delucia and D. A. DuPree,** *conductors;* **L. A. Genisio and R. M. Gonzales,** *laborers;* **F. L. Guerrero,** *car inspector;* **E. A. Guzman,** *carman;* **C. Hall,** *electrician;* **N. Hansen, Sr.,** *conductor;* **W. E. Hensley,** *messenger;* **J. W. Henson,** *sheet metal wkr.;* **F. B. Hill and L. Jones,** *brakemen;* **S. Kiper,** *locomotive engineer;* **L. R. Larson,** *switchman;* **M. E. Martinez,** *truck driver;* **C. H. McInnish,** *sheetmetal worker;* **C. Morales,** *laborer;* **J. M. Morrison,** *supervisor;* **E. V. Ornales,** *equipment operator;* **C. T. Ortiz,** *electrician;* **W. M. Rasmussen,** *signal maintainer;* **C. E. Rogers,** *conductor;* **J. C. Scott,** *chief clerk;* **B. A. Sharpe,** *machinist;* **R. E. Shaver,** *yardmaster;* **G. C. Sims,** *mechanic;* **L. A. Smolinski and W. A. Spaulding,** *clerks;* **N. C. Spofford,** *TFC clerk;* **V. H. Spyhax,** *train clerk;* **W. J. Steffler,** *signal maintainer;* **M. P. Stephens,** *locomotive engineer;* **I. H. Stormes,** *engine foreman;* **D. M. Thorson,** *conductor;* **F. C. Vargas,** *truck operator;* **M. A. Williams,** *sr. rate clerk.*

TUCSON DIVISION: V. T. Baker, *conductor;* **R. F. Breidenfeld,** *brakeman;* **F. Castillo,** *carman;* **M. L. Clark,** *machine operator;* **J. A. Datri,** *locomotive engineer;* **D. E. Gillis,** *clerk;* **A. A. Isario,** *pitman;* **F. W. Jones,** *conductor;* **W. H. Liles,** *asst. signalman;* **M. R. McClellan,** *clerk;* **R. L. McIntosh,** *locomotive engineer;* **L. A. Nava,** *clerk;* **H. Nez,** *laborer;* **G. W. Owen and L. E. Pecktol,** *conductors;* **A. H. Schmuckal,** *clerk;* **P. Schneider and R. P. Silva,** *machinists;* **M. D. Skipworth,** *dist. materials supv.;* **S. I. Smith,** *conductor;* **T. C. Valenzuela,** *laborer;* **R. Whisnant,** *conductor;* **W. M. Young,** *clerk.*

SAN ANTONIO DIVISION: N. B. Allphin, *IBM clerk;* **W. E. Blackwood,** *clerk;* **W. E. Bond,** *clerk:* **R. C. Chauvez,** *MofW foreman;* **P. A. Chauvin,** *clerk;* **J. L. Frazier,** *clerk;* **W. P. Haby,** *electrician;* **L. S. McMahan,** *car inspector;* **A. Nachlinger,** *agent;* **A. Salinas,** *carpenter;* **J. F. Shelter,** *conductor;* **U. Torres,** *laborer.*

HOUSTON DIVISION AND REPAIR PLANTS: M. Cumpian, *mechanic;* **P. J. Duncan,** *locomotive engineer;* **J. W. Gantert,** *electrician;* **C. R. Hollaway,** *rate clerk;* **H. Jackson,** *foreman;* **W. L. Kirk, Jr.,** *locomotive engineer;* **W. A. Lang,** *asst. signal supv.;* **B. G. McCall,** *conductor;* **A. A. Mendoza,** *sheetmetal worker;* **O. N. Morgan and L. C. Richardson,** *clerks;* **J. S. Smylie, Jr.,** *electrician;* **J. B. Tewes,** *freight inspector;* **S. Trotta, Jr.,** *general clerk.*

LAFAYETTE DIVISION: J. Adams, *chief clerk;* **A. A. Bourgeois and R. Broussard,** *locomotive engineers;* **M. Degaterre, Jr.,** *car inspector;* **K. C. Hughes,** *mechanic;* **E. Landry,** *clerk;* **M. J. McDonald,** *laborer;* **A. Roccaforte and J. Ryder, Jr.,** *clerks;* **R. P. Seabaugh,** *switchman;* **K. V. Simpson,** *clerk;* **J. L. Springfield,** *foreman;* **H. Thibodeaux,** *machine operator.*

KANSAS CITY DIVISION: R. E. Davidson, *brakeman;* **U. Frazier,** *laborer;* **L. D. Gardner,** *conductor;* **N. K. Houston,** *carman;* **F. L. Johnson,** *switchman;* **D. K. Kemble,** *locomotive engineer;* **H. G. Loy,** *equipment installer;* **F. E. Parker,** *switchman;* **M. J. Ridenhour,** *machine operator.*

PINE BLUFF DIVISION: W. Campbell, *asst. building engineer;* **W. H. Caras,** *train clerk;* **M. D. Craig,** *locomotive engineer;* **B. G. Hatcher,** *foreman;* **J. W. Lewis,** *welder;* **M. L. Mann,** *mechanical foreman;* **C. N. Reynolds,** *car inspector;* **J. P. Work,** *machinist;* **W. Campbell,** *asst. building engineer.*

OTHER: A. Benavente, *clerk-repairer-PFE;* **L. Garcia,** *clerk-inspector-PFE;* **D. McGuire,** *carman-PFE.*

Deaths

GENERAL OFFICE, SAN FRANCISCO: B. A. Fraga, *asst. head timekeeper;* **F. P. Larzelier,** *timekeeper;* **G. J. Lebard,** *scale inspector;* **L. A. Schneider,** *asst. chief clerk.* **Pensioners: P.V. Anderson,** *chief clerk;* **H. V. Cole, Jr.,** *mgr. blocking & schedules;* **D. C. Cunningham,** *clerk;* **A. L. Davidson,** *registered nurse;* **D. D. Doig,** *asst. supv. DP&LS;* **E. V. Gould,** *clerk;* **W. H. Millard,** *asst. statistician;* **P. F. Satterwhite, Jr.,** *sr. asst. mgr. employee safety;* **L. H. Sultan,** *asst. chief mech. officer-car;* **E. F. Widdas,** *mgr. real estate dept.*

OREGON DIVISION: L. J. Stang, *lead car inspector.* **Pensioners: H. W. Ahl,** *locomotive engineer;* **E. O. Berg,** *bridge tender-leverman:* **F. M. Carter,** *locomotive engineer;* **C. R. Coulter,** *machinist;* **H. L. Davis,** *truck crane operator;* **A. C. Flora,** *switchman;* **D. L. Garbarino,** *clerk;* **H. E. Gateley,** *brakeman;* **G. Gedney,** *locomotive engineer;* **H. E. Handschin,** *machinist;* **L. M. Higdon and M. S. Hillman,** *conductors;* **F. L. Hofeldt,** *locomotive engineer;* **C. V. Huggins,** *pipefitter;* **G. H. Lamb,** *locomotive engineer;* **V. W. Livesay clerk;** **A. S. Markee,** *agent;* **A. A. Mostachetti,** *laborer;* **L. E. Stockton,** *carman;* **W. A. Strickland,** *locomotive engineer;* **A. H. Stroud,** *general yardmaster;* **W. A. Warner,** *switchman;* **G. West,** *asst. chief clerk;* **C. E. Williams,** *asst. signal supv;* **G. C. Wimer,** *head clerk.*

SACRAMENTO DIVISION AND REPAIR PLANTS: E. R. Bitton, *machinist;* **J. L. Coulombe,** *switchman;* **E. S. Hebuck,** *clerk.* **Pensioners: L. L. Barney,** *lead mechanic;* **R. R. Bowman,** *machinist;* **P. G. Bravo,** *track walker;* **R. A. Campbell,** *laborer;* **A. Castro,** *boilermaker welder;* **E. A. Chappell,** *machinist;* **W. L. Christian,** *freight carman;* **A. M. Clark,** *machinist;* **A. A. Cristoni,** *head stenographer;* **N. B. Eddiestone,** *asst. superintendent;* **D. Enriquez,** *boilermaker;* **E. J. Falltrick,** *locomotive engineer;* **H. C. Grimm and A. H. Holtkamp,** *carpenters;* **G. R. Idle, Jr.,** *caller;* **J. W. Ingleton,** *locomotive engineer;* **C. A. Leonard,** *conductor;* **D. P. Little,** *laborer;* **C. F. Manthey,** *electrician;* **F. P. Martinez,** *laborer;* **M. B. McManus,** *conductor;* **M. Natali,** *boilermaker;* **R. C. Rasmussen,** *conductor;* **J. T. Ruse,** *crew dispatcher;* **T. W. Ryan,** *boilermaker;* **V. J. Skinner,** *radio inspector;* **O. F. Taverna,** *pipefitter;* **P. H. Ward,** *crew dispatcher;* **C. E. Wilkinson,** *machinist.*

WESTERN DIVISION: Pensioners: H. T. Aydelotte, *yardmaster;* **R. J. Barber,** *locomotive engineer;* **P. L. Chiouthias,** *car inspector;* **E. S. Crispino,** *clerk helper;* **T. P. Deeb,** *switchman;* **T. C. DuBose,** *freight carman;* **J. C. Fregoso,** *laborer;* **J. W. Hutchens,** *general supv work equip;* **A. M. Johnson,** *asst. gen. yardmaster;* **E. K. Kee and G. O. Kelso,** *switchmen;* **J. B. King,** *boilermaker;* **M. J. Lambrigger,** *machinist;* **N. Lincoln,** *coach cleaner;* **M. J. Maslaroff,** *clerk;* **G. A. McConnell,** *switchman;* **L. Moore, Jr.,** *lead supplyman;* **R. H. Officer,** *locomotive engineer;* **C. E. Olds,** *yardmaster;* **R. L. Oliver,** *conductor;* **W. J. Poole,** *foreman;* **C. D. Pusich,** *pipefitter;* **R. G. Schlim,** *clerk-baggageman;* **W. H. Trager,** *locomotive engineer.*

LOS ANGELES DIVISION AND REPAIR PLANTS: R. G. Apadoca, *laborer;* **W. S. Davis, Jr.,** *signal maintainer.* **Pensioners: R. Abernethy,** *clerk;* **I. R. Alcantar, Jr.,** *locomotive painter;* **C. Alvarado,** *laborer;* **S. Anderson,** *machinist helper;* **F. A. Barnes,** *switchman;* **G. P. Borsei,** *boilermaker;* **H. M. Bradley,** *machinist;* **D. Corby,** *switchman;* **F. Del Rio,** *carman;* **S. M. Delgado,** *lift truck operator;* **W. Diggle,** *car inspector;* **I. G. Evans,** *engine foreman;* **A. T. Franco,** *carman;* **W. R. Fread,** *foreman:* **A. V. Gallina,** *freight carman;* **M. Gonzalez and A. M. Guerrero,** *laborers;* **J. Guly,** *brakeman:* **R. E. Hall,** *ticket seller;* **F. L. Haskin,** *machinist helper;* **R. S. Hileman,** *clerk;* **W. C. Langh,** *carman;* **W. H. Luke,** *foreman;* **F. R. Maldonado,** *sheet metal worker;* **H. B. Maldonado,** *laborer;* **E. A. Martinelli,** *car inspector;* **J. W. Morris,** *conductor;* **R. V. Redmon,** *car inspector;* **M. Rocha,** *laborer;* **G. W. Rojeski,** *electrician;* **J. H. Ross, Sr.,** *locomotive engineer;* **W. A. Russell,** *carpenter;* **E. D. Torres,** *freight carman;* **M. R. Torres,** *caboose supplyman;* **S. Troutman and H. F. Vedder,** *locomotive engineers;* **H. P. Verhelst,** *laborer;* **R. C. Vinson,** *conductor;* **B. R. Walker,** *sheet metal worker;* **D. Weynewsky,** *clerk;* **R. E. Whalen,** *brakeman.*

TUCSON DIVISION: O. C. Pell, Jr., *conductor.* **Pensioners: L. E. Adams,** *agent-telegrapher;* **P. Aguilar,** *carman helper;* **A. E. Baldwin,** *patrolman;* **M. D. Benavidez,** *laborer;* **J. Boian,** *car inspector;* **M. E. Brooks,** *locomotive engineer;* **F. R. Campillo,** *motor truck operator;* **P. Carrizosa,** *laborer;* **W. B. Chastain,** *switchman;* **K. Davis, Jr.,** *agent-telegrapher;* **G. W. Fields,** *clerk;* **E. C. Frogge and G. Gliey, Jr.,** *switchmen;* **P. A. Goldsborough,** *yardmaster;* **F. V. Greene,** *janitor;* **J. D. Hatfield,** *clerk;* **N. R. Jantz,** *roadmaster;* **R. F. Mesa,** *machinist:* **L. Rivera,** *boilermaker:* **D. I. Robinson and O. W. Rodgers,** *locomotive engineers;* **M. Sanchez,** *laborer;* **D. B. Tipton,** *conductor;* **M. Valenzuela,** *stationary fireman;* **J. Walker,** *pitman;* **B. E. Waller,** *yardmaster.*

SAN ANTONIO DIVISION: M. Garcia, Jr., *clerk;* **J. W. Johnson,** *laborer.* **Pensioners: E. Berckenhoff,** *laborer;* **J. F. Caldwell,** *locomotive engineer;* **H. E. Call,** *asst. agent;* **G. H. Collins,** *locomotive engineer;* **E. M. Doyle,** *engine foreman;* **D. R. Elrod,** *brakeman;* **C. M. Gehlert,** *electrician;* **C. B. Harper,** *locomotive engineer;* **E. L. Henderson,** *brakeman;* **J. Lewis,** *laborer;* **E. E. Pippin,** *brakeman;* **R. C. Record,** *carman.*

HOUSTON DIVISION: Pensioners: M. O. Baker, *lineman;* **L. V. Daugherty,** *machinist helper;* **O. F. Dennis,** *laborer;* **J. R. Dillon,** *porter;* **M. C. Henry,** *switchman;* **J. C. Hernandez,** *blacksmith;* **J. S. Linam,** *sheet metal worker;* **L. F. McShan,** *foreman;* **J. Osborne,** *power house oiler;* **M. Penson,** *business car chief;* **W. S. Pitts,** *foreman;* **F. J. Psencik,** *mechanic;* **H. Turner,** *laborer;* **H. Wiley,** *mail handler;* **H. A. Wright,** *clerk.*

LAFAYETTE DIVISION: Pensioners: L. J. Borel, *engine foreman;* **J. Cormier,** *freight carman;* **P. J. Dubois,** *switchman:* **H. Dugas,** *machinist;* **V. Langston,** *laborer;* **N. J. Leglue,** *yardmaster:* **C. P. Nail,** *lead signal maintainer;* **F. Potier,** *laborer;* **H. Young,** *laborer.*

COTTON BELT: R. H. Fazel, *switchman.* **Pensioners: K. Cameron,** *dist. traffic representative;* **J. L. Dickens,** *chief clerk;* **M. E. Hall,** *clerk;* **O. L. Havice,** *equipment installer;* **W. F. King,** *fireman;* **M. E. Lee,** *general foreman;* **C. J. Mercurio,** *traffic representative.*

PACIFIC FRUIT EXPRESS: Pensioners: R. C. Adams, *clerk;* **E. F. Brown, Sr.,** *lead carman;* **H. H. Byers,** *laborer;* **C. V. Campa,** *carman;* **M. L. DeWald,** *clerk;* **M. F. Dungan,** *clerk-inspector;* **J. Easton,** *laborer;* **O. D. Eppley, M. E. Gericke and H. L. Harmer,** *carmen;* **O. B. Joza,** *clerk;* **F. P. Luna,** *repairman;* **K. E. Newton,** *asst. sec. stockman;* **F. J. Zorich,** *carman-upholsterer.*

OTHERS: Pensioners: S. W. Claassen, *locomotive engineer-Pacific Electric;* **D. C. Gottshall,** *traffic rep.-Philadelphia;* **I. H. Isom,** *dist. traffic mgr.-PMT;* **O. J. Kirksey,** *conductor-NWP;* **J. A. Kunich,** *foreman-PMT;* **A. Locke,** *asst. chief clerk-Pacific Electric;* **A. C. MacDonald,** *car foreman-SD&AE;* **M. J. Nold,** *motorman-Pacific Electric;* **E. I. Yount,** *secretary-SD&AE.*

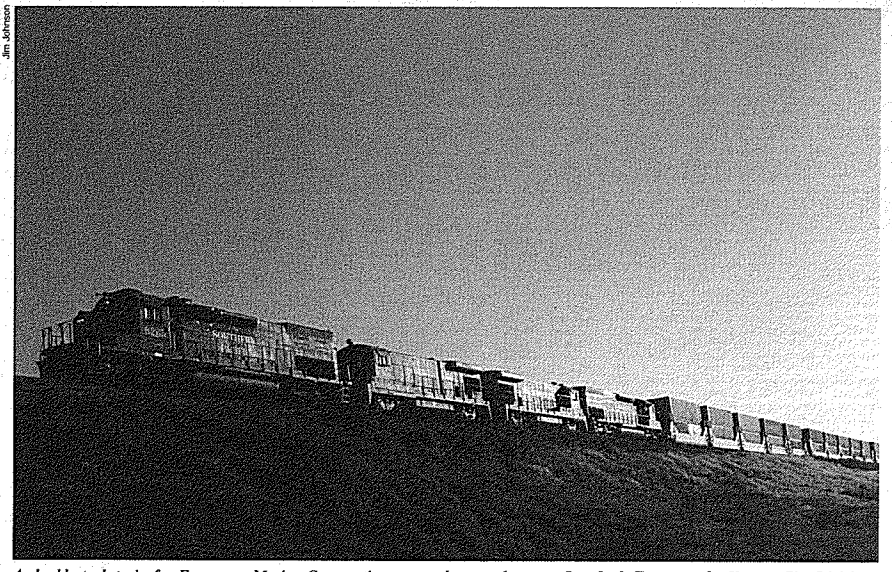
In Memoriam

Herbert A. Waterman, who retired in 1983 as vice president and general counsel, died November 3. He was 69.

Waterman joined SP in 1951 as an attorney in the Law Department. He held a number of positions over the years and in 1976 was named general counsel, second highest post in the department. Three years later, Waterman was appointed vice president.

A San Francisco native, Waterman graduated from the University of California at Berkeley, studied at Harvard Law School and received his law degree from UC's Boalt Hall. □

Jim Johnson



A doublestack train for Evergreen Marine Corporation greets the new day near Stratford, Texas on the Kansas City Division. The train originates at the Intermodal Container Transfer Facility in Long Beach, California and goes to Chicago.

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